

Valley Project Management



General

- Mission
- Organization
- Corridor Assignments



Regional Freeway System to Regional Transportation Plan



Development

- Management Consultant Process
- Public Relations Firms
- Project Development
- Change Management Process
- Scoping
- Material Change
- Enhancement Policy

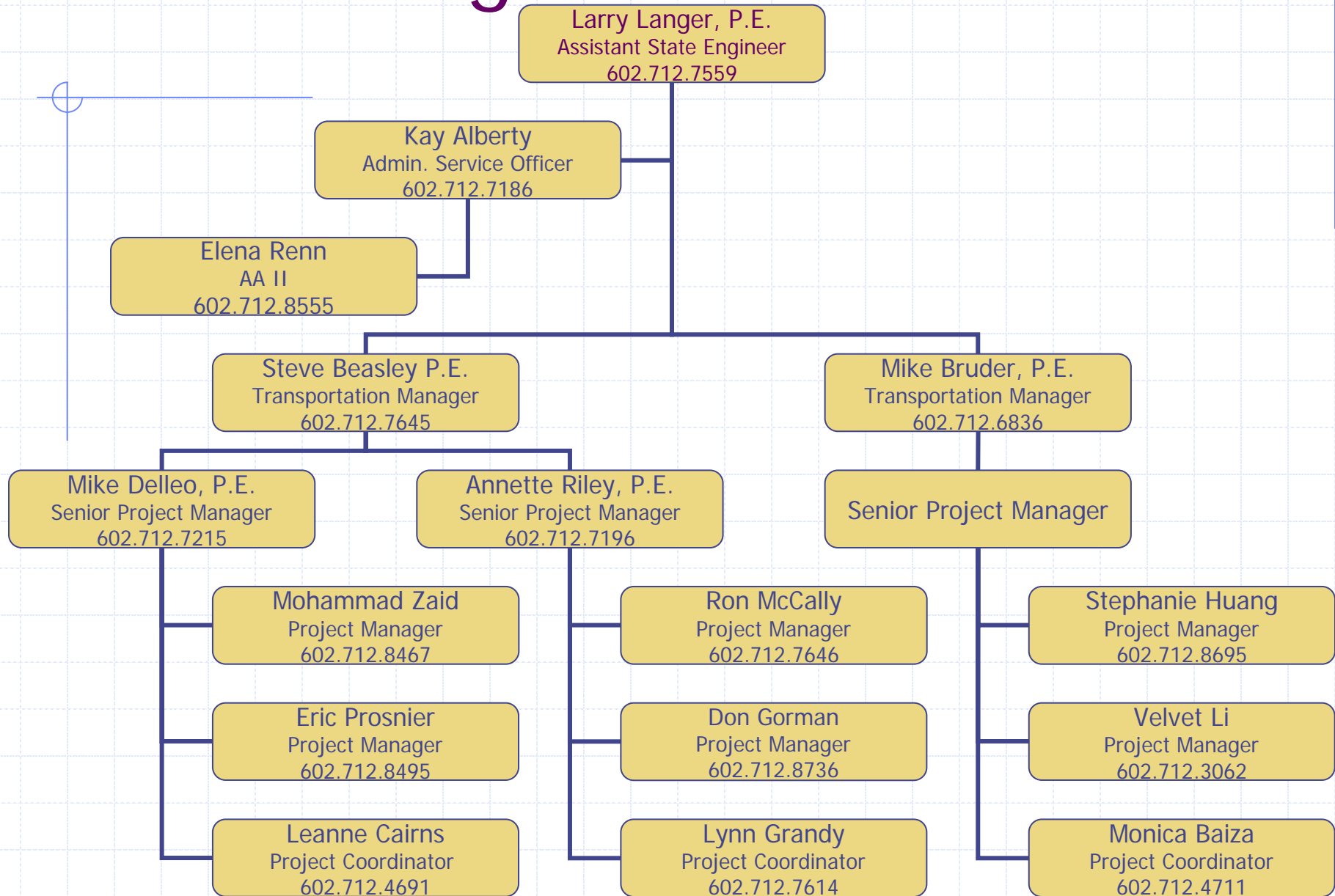
Valley Project Management Mission Statement

Mission: "To provide a safe and efficient transportation system that meets the needs of our customers through the planning and programming of the MAG Regional Transportation Plan and by providing quality project management services that deliver this Regional Transportation Plan and other Phoenix area projects."

How do we accomplish our mission?

- ◆ By determining and maintaining project scope, schedules and budgets from scoping through construction and maintenance.
- ◆ Through team building with ADOT and non-ADOT stakeholders.
- ◆ By developing and administering consultant contracts and sustaining communication throughout project phases with all interested parties.

VPM Organizational Chart



Valley Project Management Corridor Assignments

Mike Bruder
Transportation Manager

- ◆ SR 202L South Mountain Freeway
 - I-10 (Maricopa) to I-10 (Papago)
- ◆ SR 801 (I-10 Reliever)
 - SR 85 to SR 303L
 - SR 303L to SR 202L (South Mountain)

Valley Project Management Corridor Assignments

Stephanie Huang
Project Manager

- ◆ I-10 Papago Freeway

- Maricopa County Line to SR 51

- ◆ 99th Avenue

Valley Project Management Corridor Assignments

Velvet Mathew
Project Manager

- ◆ SR 303L South of I-10
 - Riggs Road to SR 801
 - SR 801 to I-10
- ◆ SR 85
 - I-8 to I-10
- ◆ South Mountain (assisting)

Valley Project Management Corridor Assignments

Steve Beasley
Transportation Manager

- ◆ SR 303L I-10 to US 60
- ◆ SR 74 I-17 to Lake Pleasant
- ◆ I-17 (I-10 to SR 101L EIS)

Valley Project Management Corridor Assignments

Annette Riley
Senior Project Manager

- ◆ I-10 Maricopa Freeway
 - SR 51 to Riggs Road
- ◆ US 60 Superstition Freeway
- ◆ SR 202L Santan & Red Mountain Freeways
- ◆ SR 802 Williams Gateway

Valley Project Management Corridor Assignments

Don Gorman
Project Manager

- ◆ SR 87 Beeline Highway
- ◆ SR 143 Hohokam Freeway

Valley Project Management Corridor Assignments

Ron McCally
Project Manager

- ◆ SR 51 Piestewa Freeway
- ◆ SR 101L Agua Fria, Pima & Price
- ◆ SR 153 Sky Harbor Freeway

Valley Project Management Corridor Assignments

Michael Delleo
Senior Project Manager

◆ SR 303L, US 60 to I-17

Valley Project Management Corridor Assignments

Eric Prosnier
Project Manager

- ◆ I-17 Black Canyon Freeway
 - (Phoenix District)

Valley Project Management Corridor Assignments

Mohammad Zaid
Project Manager

- ◆ US-60 Grand Avenue
 - Phoenix District

Valley Project Management District Minor Assignments

Monica Baiza
Project Coordinator
(Assisting on SR 801)

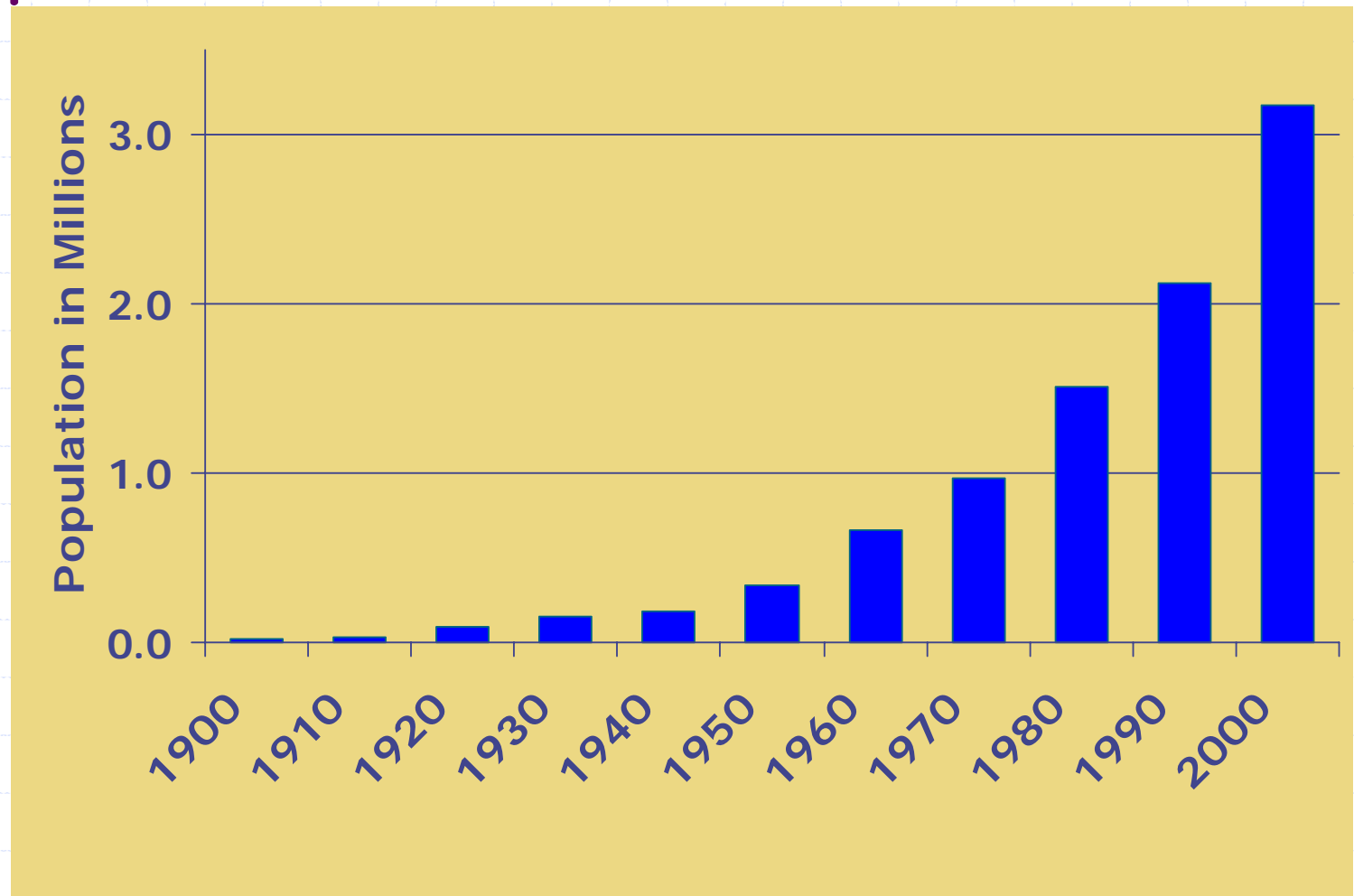
Leanne Cairns
Project Coordinator

Regional Transportation Plan



Let's Keep Moving!

Maricopa County's population grew by about 45% each decade since 1960.



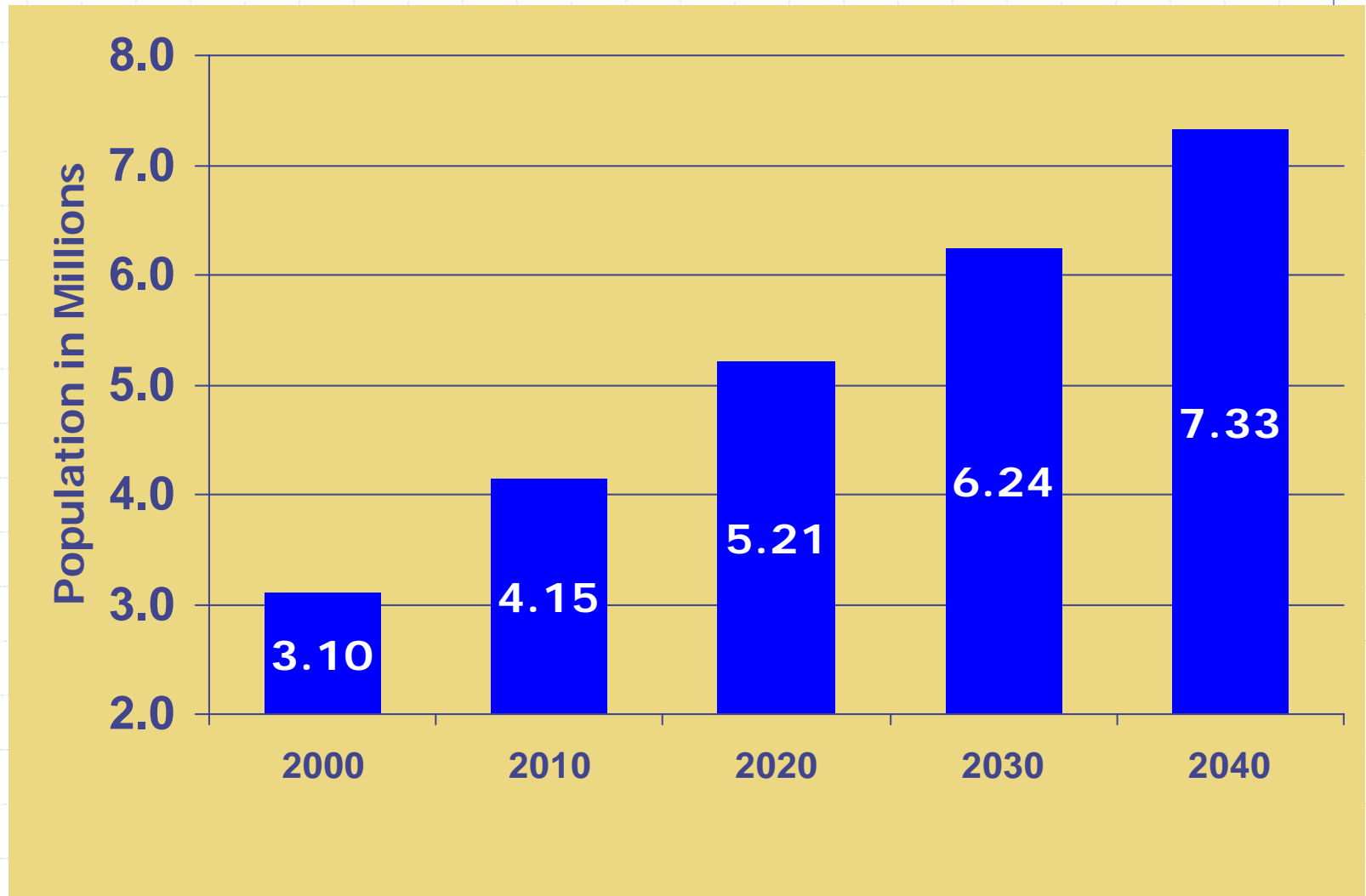








The region will continue to grow.



Phasing Factors

- ◆ **Traffic Demand and Congestion**
- ◆ **System Continuity**
- ◆ **Revenue Availability**
- ◆ **Bonding Capacity and Strategies**
- ◆ **Project Cost**
- ◆ **Project Development Process**
- ◆ **Project Readiness**
- ◆ **Concurrent Progress on Multiple Projects**

Regional Transportation Plan

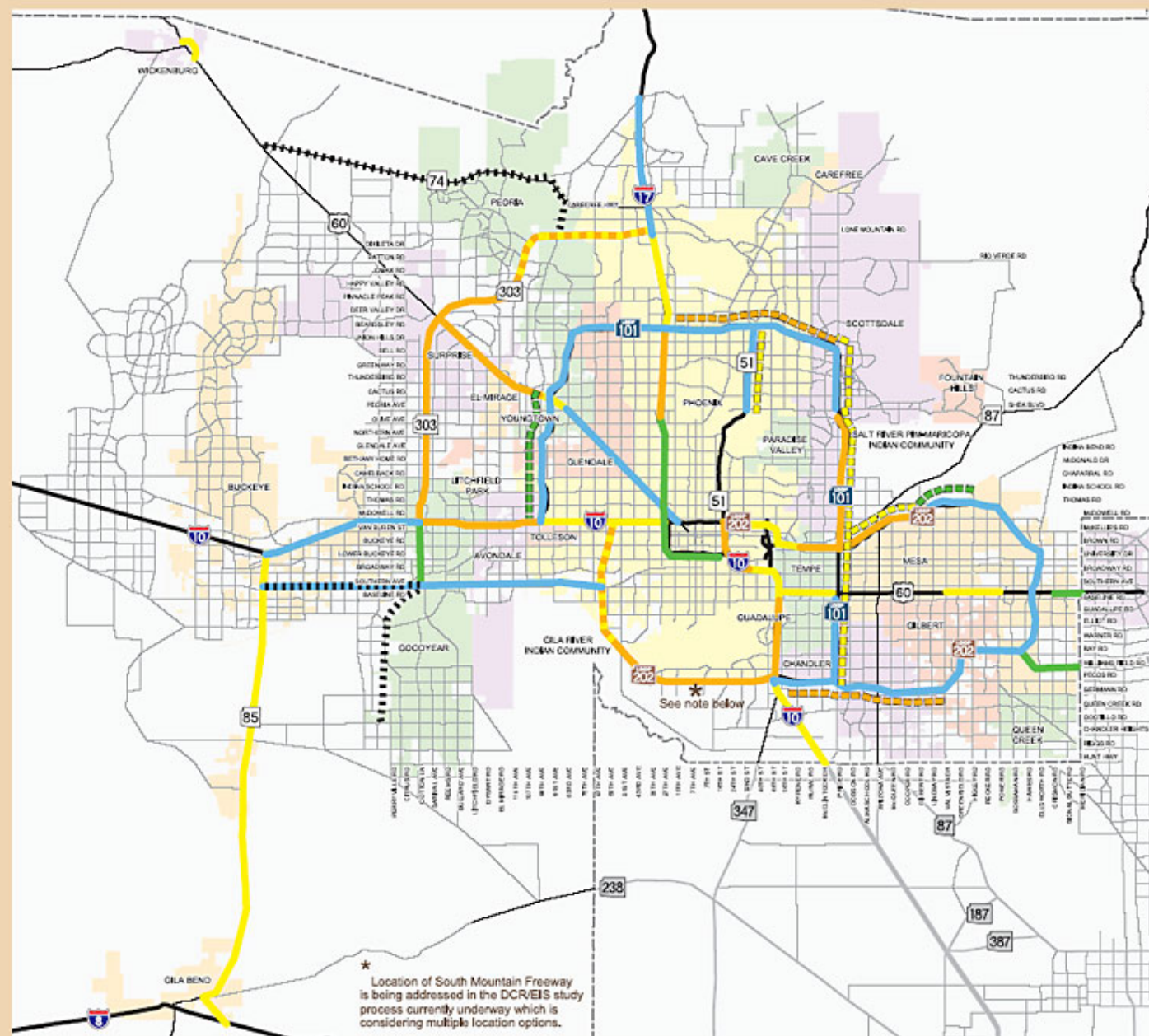
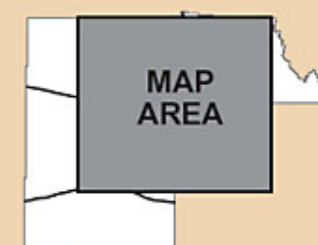
Fig 8-4



Plan Phasing Freeways/Highways

- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- - - - Right of Way Preservation Phase 1 - 4
- - - - Future Corridor
- County Boundary
- Freeways
- Highways
- Other Roads

Dashed lines represent HOV lane phasing where different from General Purpose lane phasing



* Location of South Mountain Freeway is being addressed in the DCR/EIS study process currently underway which is considering multiple location options.

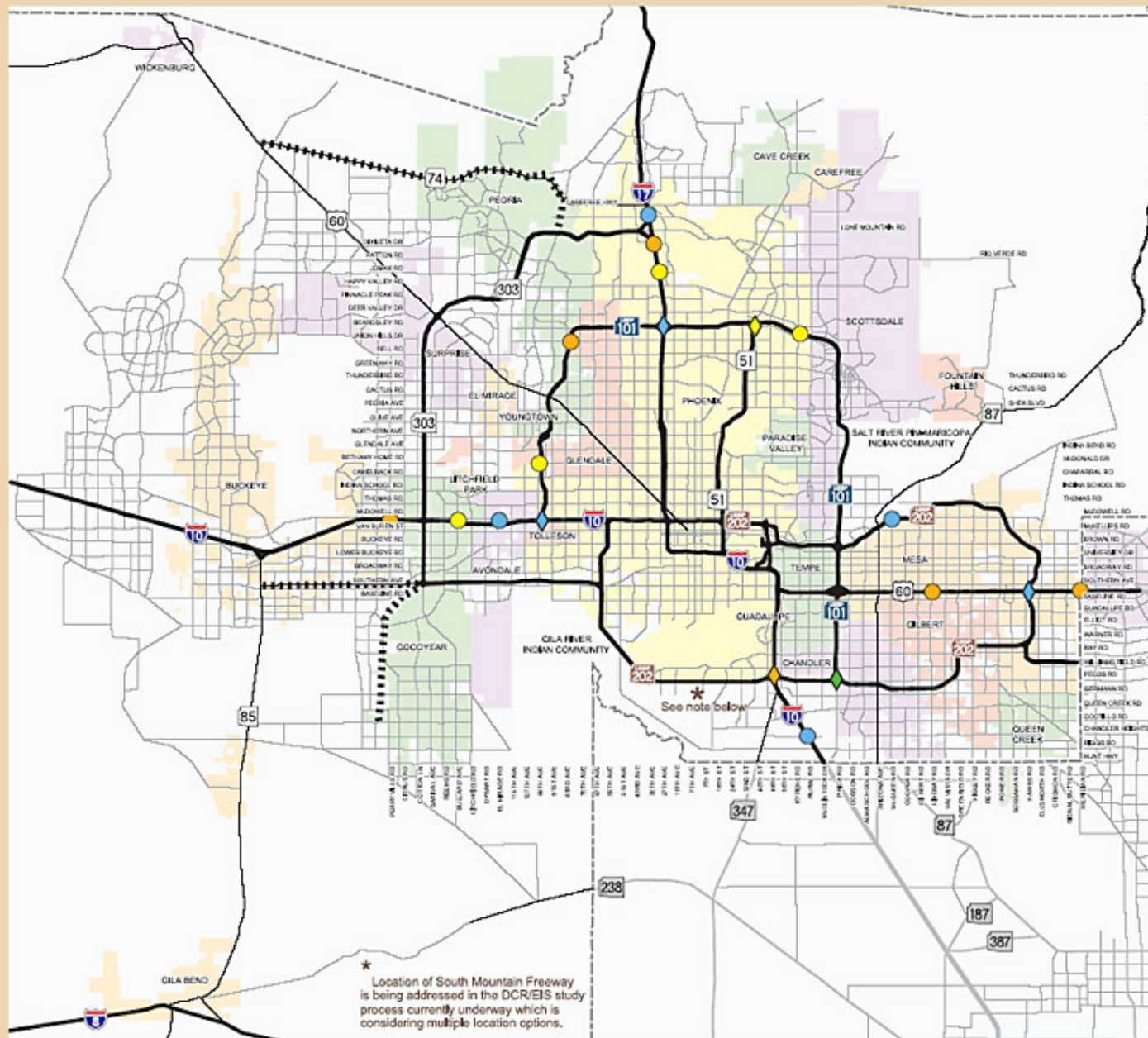
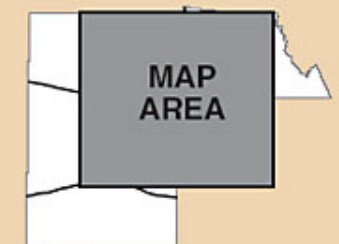
Regional Transportation Plan

Fig. 8-5



Plan Phasing New Interchanges and HOV Ramp Connections

- New Traffic Interchange
- ◆ New System HOV Ramp Connections
- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Right of Way Preservation
- Future Corridor
- County Boundary
- Freeways
- Highways
- Other Roads



0 5 10 Miles



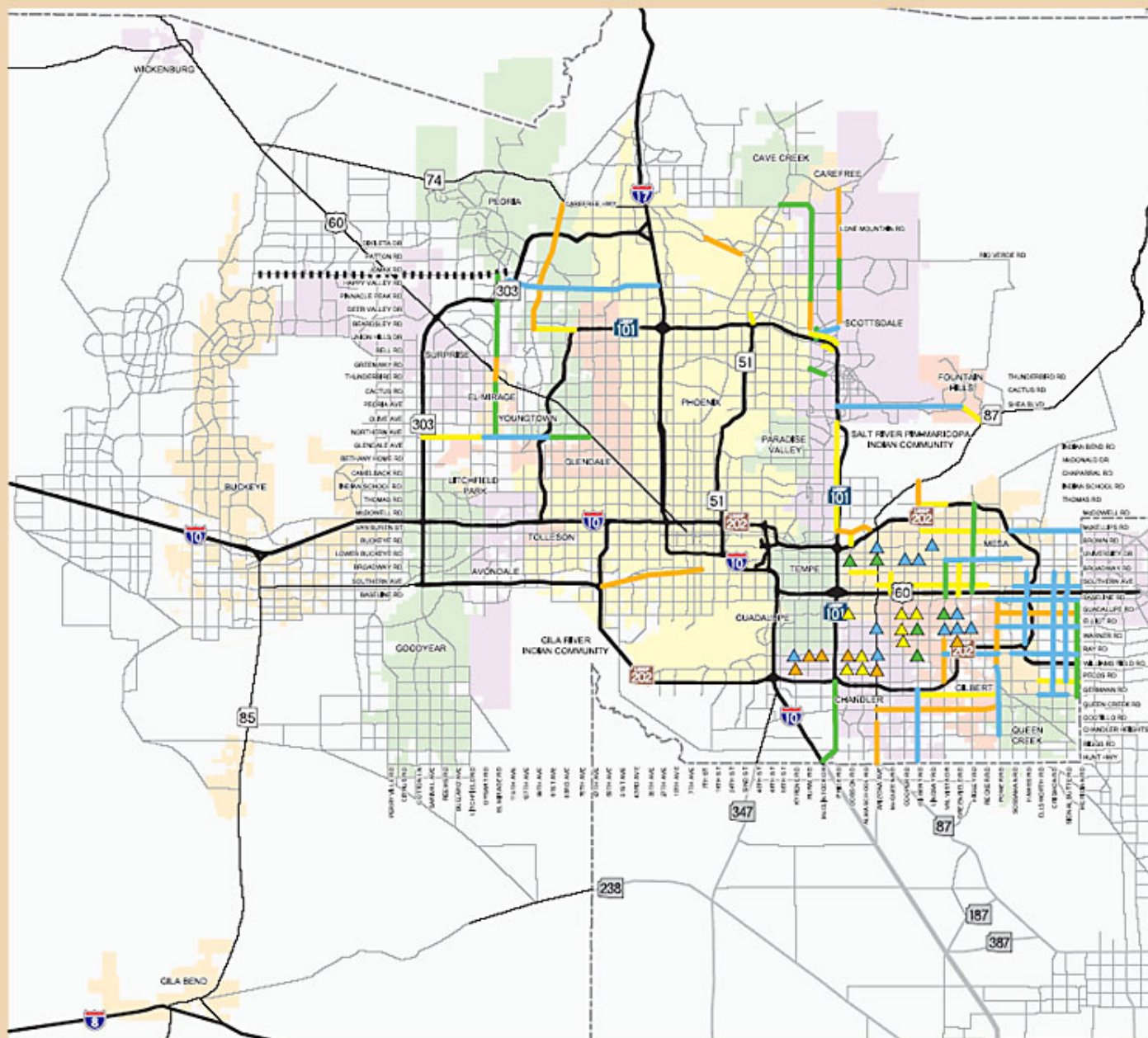
Regional Transportation Plan

Fig. 9-4

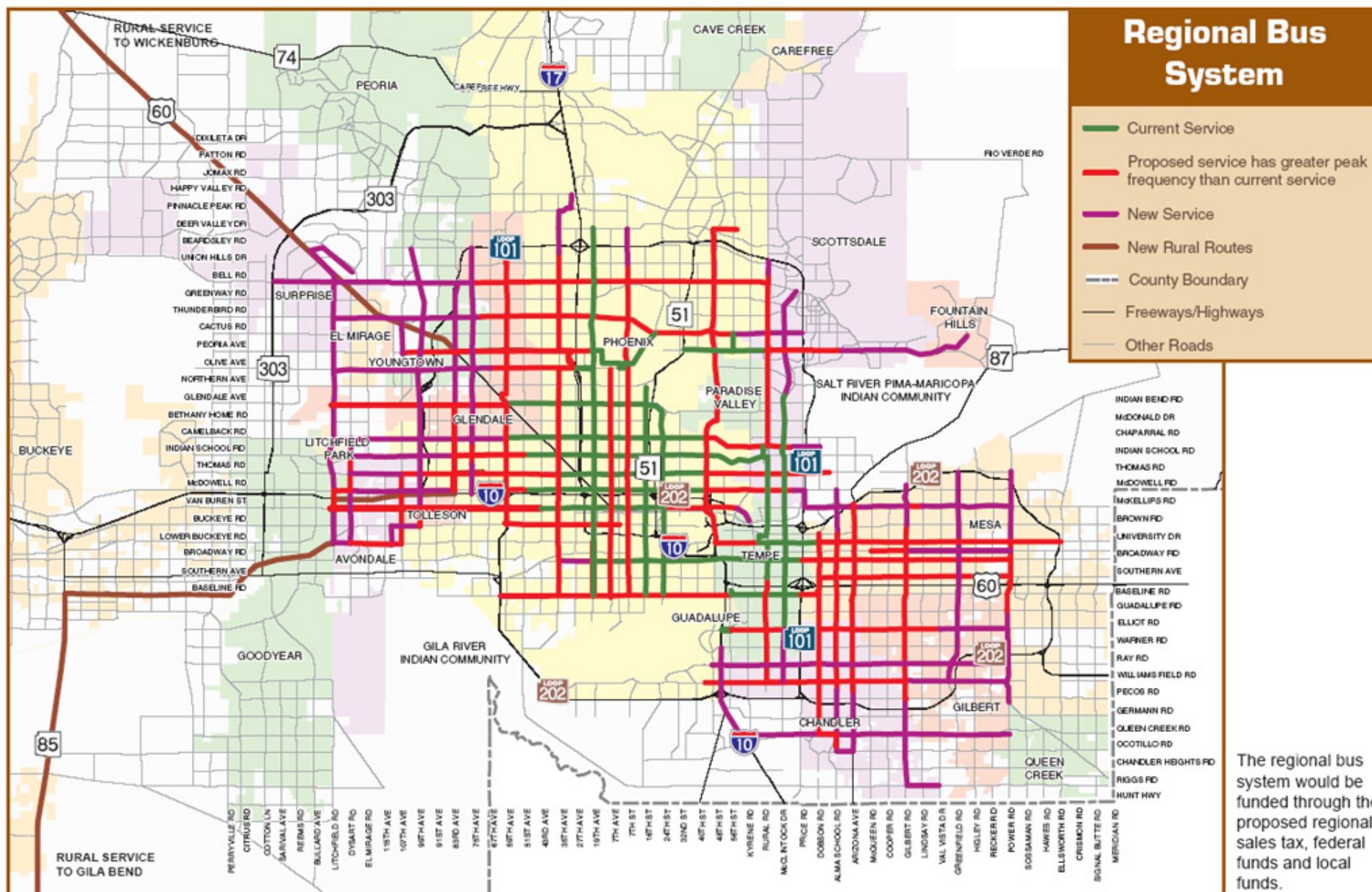


Plan Phasing New/Improved Arterials

- ▲ Improved Intersections
- New/Improved Arterials
- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Right of Way Preservation
- County Boundary
- Freeways
- Highways
- Other Roads



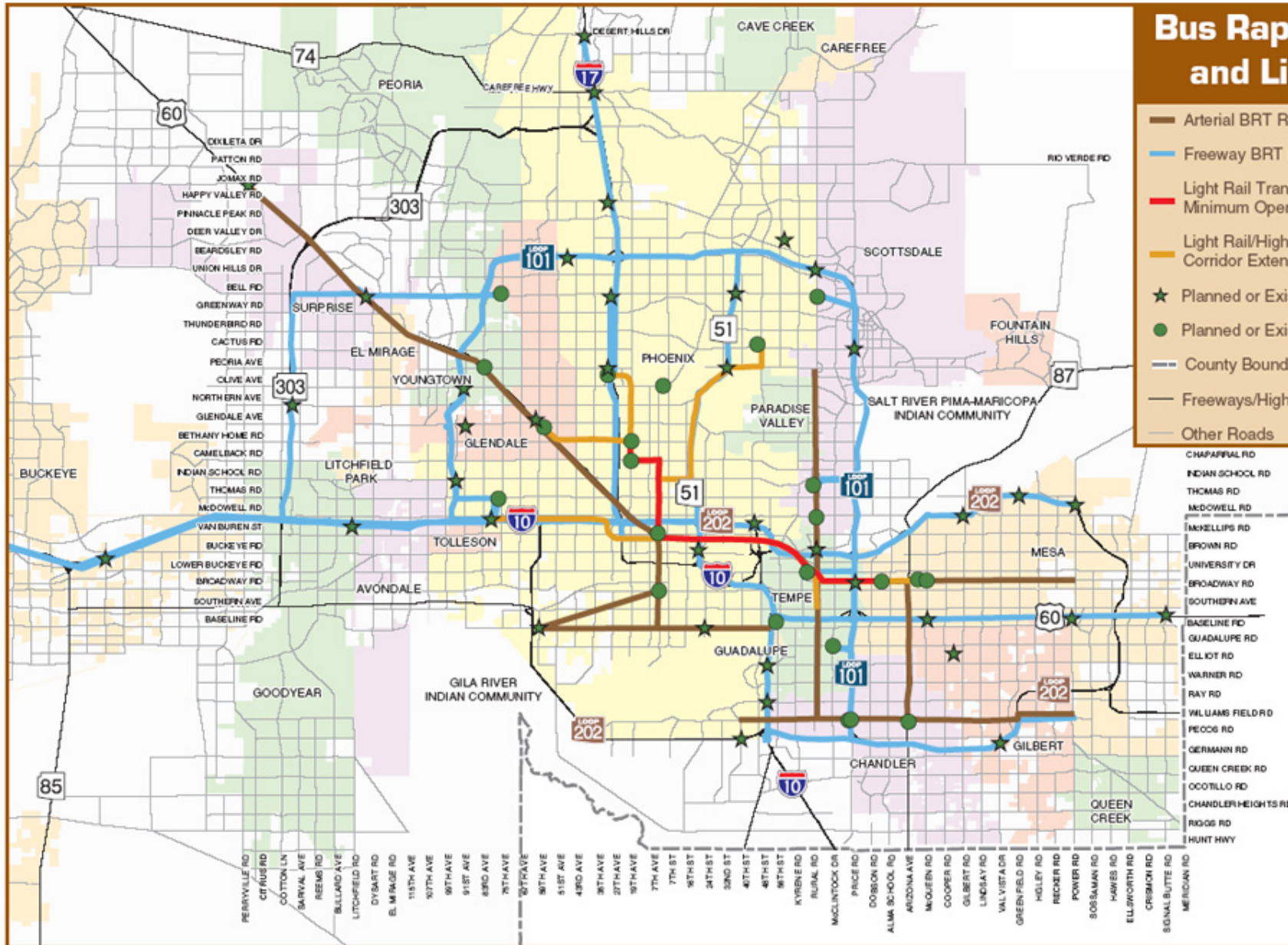
MAP
AREA



The regional bus system would be funded through the proposed regional sales tax, federal funds and local funds.

Bus Rapid Transit and Light Rail

- Arterial BRT Routes
- Freeway BRT Routes
- Light Rail Transit – Approved Minimum Operating Segment
- Light Rail/High Capacity Corridor Extensions
- ★ Planned or Existing Park-and-Rides
- Planned or Existing Transit Centers
- County Boundary
- Freeways/Highways
- Other Roads



The BRT and LRT/High Capacity Transit projects would be funded through the proposed regional sales tax, federal funds and local funds.

Alignments for light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

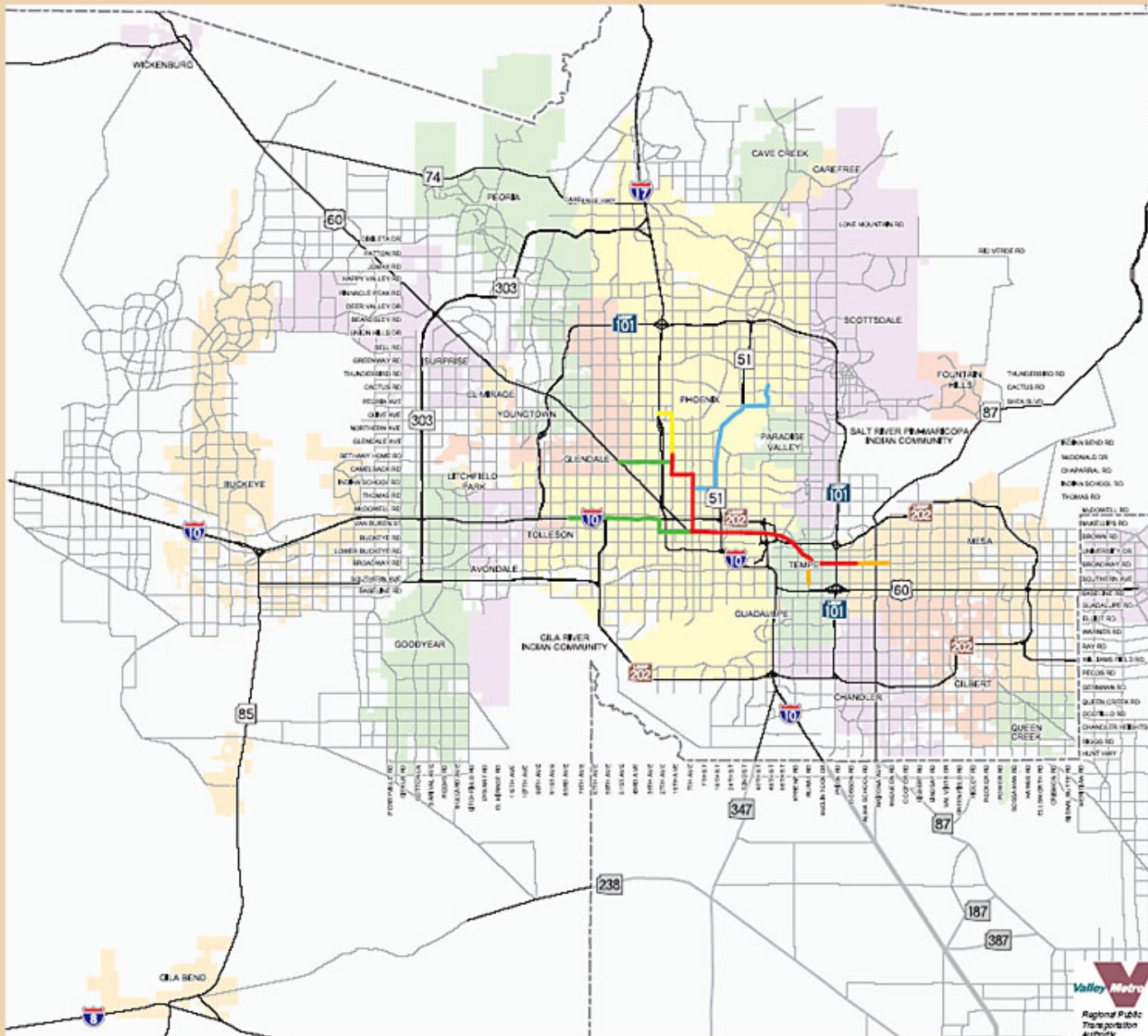
Regional Transportation Plan

Fig. 10-7



Identified High Capacity Corridors Plan Phasing

- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Phoenix Minimum Operating Segment
- County Boundary
- Freeways/Highways
- Other Roads



Economic Benefits

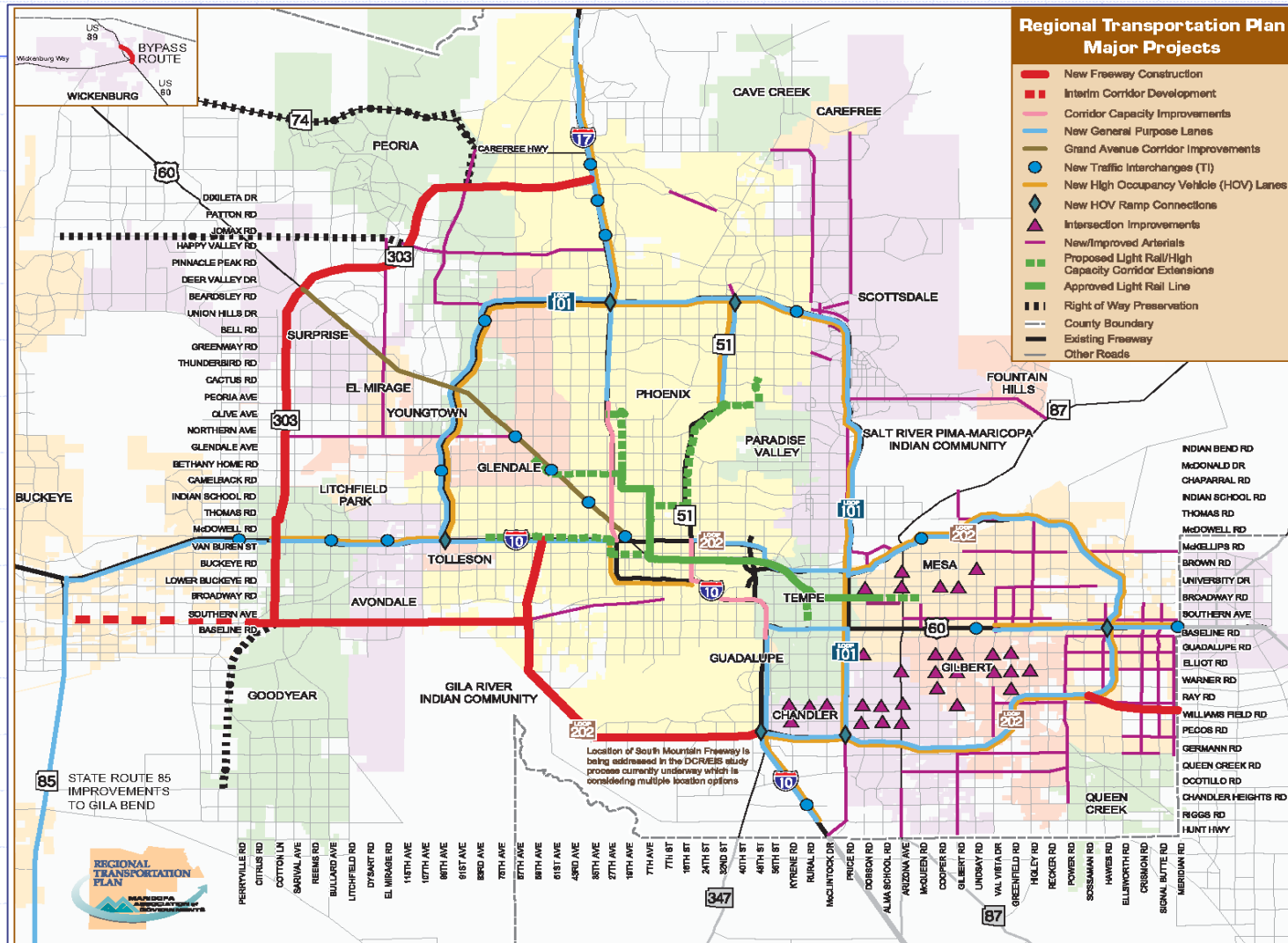
◆ A strong economy is dependent on a good transportation system.

- Congestion costs time and money.
- Transportation = jobs.
- Cities with a substantial commitment to sustainable transportation do better economically.
- The Plan represents four times the original investment in the Central Arizona Project.
- Generates 10,600 jobs annually.
- Industry output will increase \$1.3 billion per year (\$27.6 billion over life of Plan).

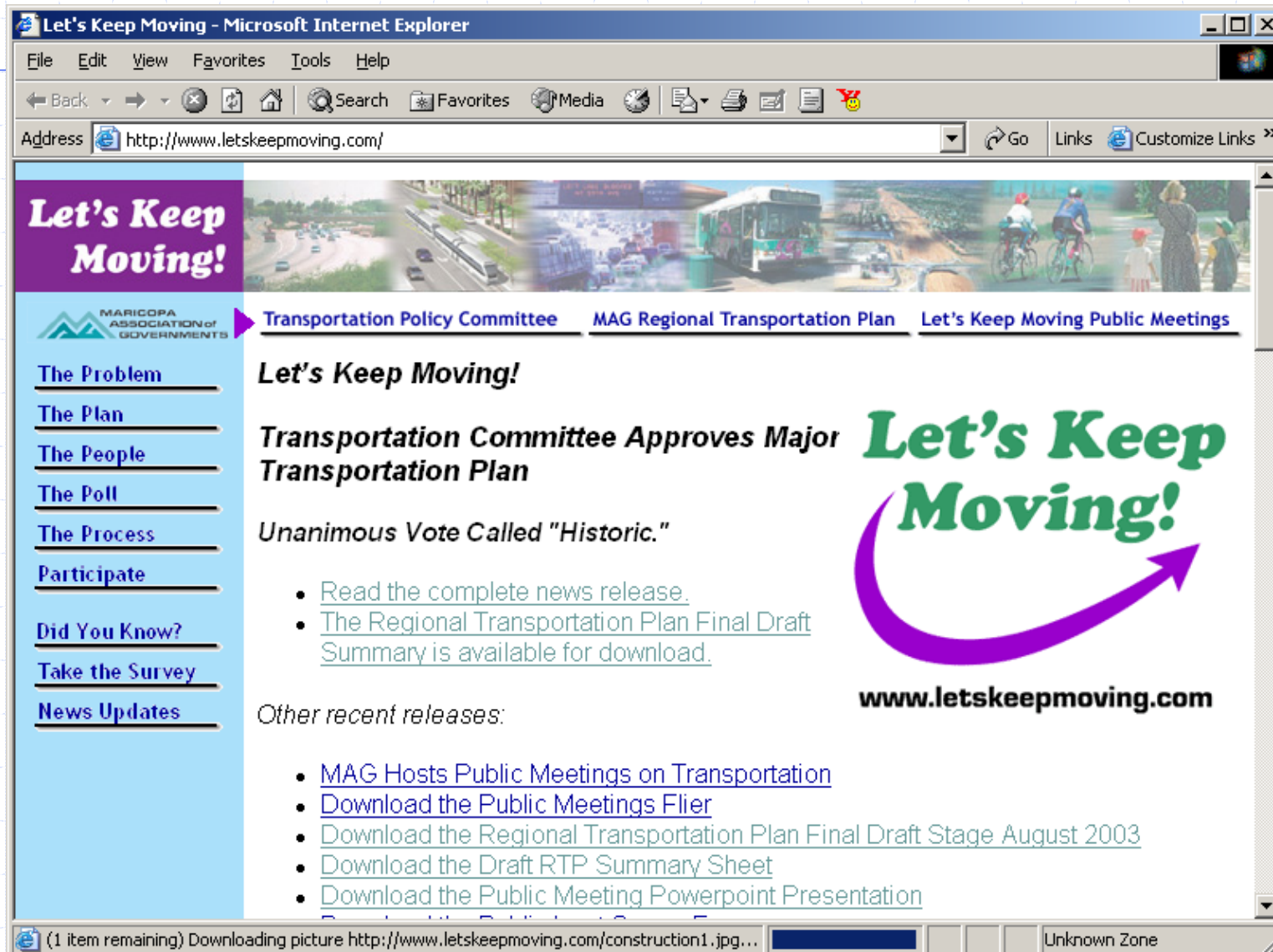
Accountability & Oversight

- ◆ Firewalls established.
- ◆ Life Cycle Program implemented for freeways, transit & streets.
- ◆ Material cost change and enhancement policies continue.
- ◆ Highway acceleration policy expanded for use by street projects.
- ◆ Independent audit every five years.
- ◆ Major changes require a strict amendment process.
- ◆ Citizens Transportation Oversight Committee will monitor the Plan.

MAG RTP



www.letskeepmoving.com



Valley Project Management

I 10 Corridor Improvement Study

http://www.azdot.gov/Highways/Valley_Freeways/I10/Maricopa/meetings_notices.asp#meetings

Valley Project Management

Management Consultant Role

- ◆ Assist VPM in corridor and program management
- ◆ Prepare scoping documents
- ◆ Prepare environmental document
- ◆ Prepare General Plan (30% design)

Valley Project Management

Mike Bruder & DMJM
Southeast Valley & MC+

- ◆ I-10 Maricopa (East of SR 51)
- ◆ Santan Freeway
- ◆ Williams Gateway
- ◆ Superstition Freeway
- ◆ Red Mountain Freeway
- ◆ Beeline Highway

Valley Project Management

Steve Beasley & PBA
Northwest Valley

◆ I-17

◆ Loop 303

◆ Grand Avenue

Valley Project Management

Mike Bruder & HDR
Southwest Valley

- ◆ I-10 Reliever (SR 801)
- ◆ I-10 Papago (West of SR 51)
- ◆ South Mountain (Loop 202)
- ◆ SR 85

Valley Project Management

Public Relations Firms

- ◆ Northwest Valley – Lewin & Associates
- ◆ Central - SR Beard & Associates
- ◆ Southwest Valley – Policy Development Group
- ◆ Southeast Valley – Partners for Strategic Action
- ◆ Public involvement, government relations, public relations & media relations

Valley Project Management

Project Development Process

- ◆ Scoping
- ◆ General Plan Development (30%)
- ◆ Final Design
- ◆ Construction Support

Valley Project Management

Scoping

- ◆ VPM directly involved with MC
- ◆ Pre-Design function
- ◆ VPM involved during RTP start-up
- ◆ KEY:

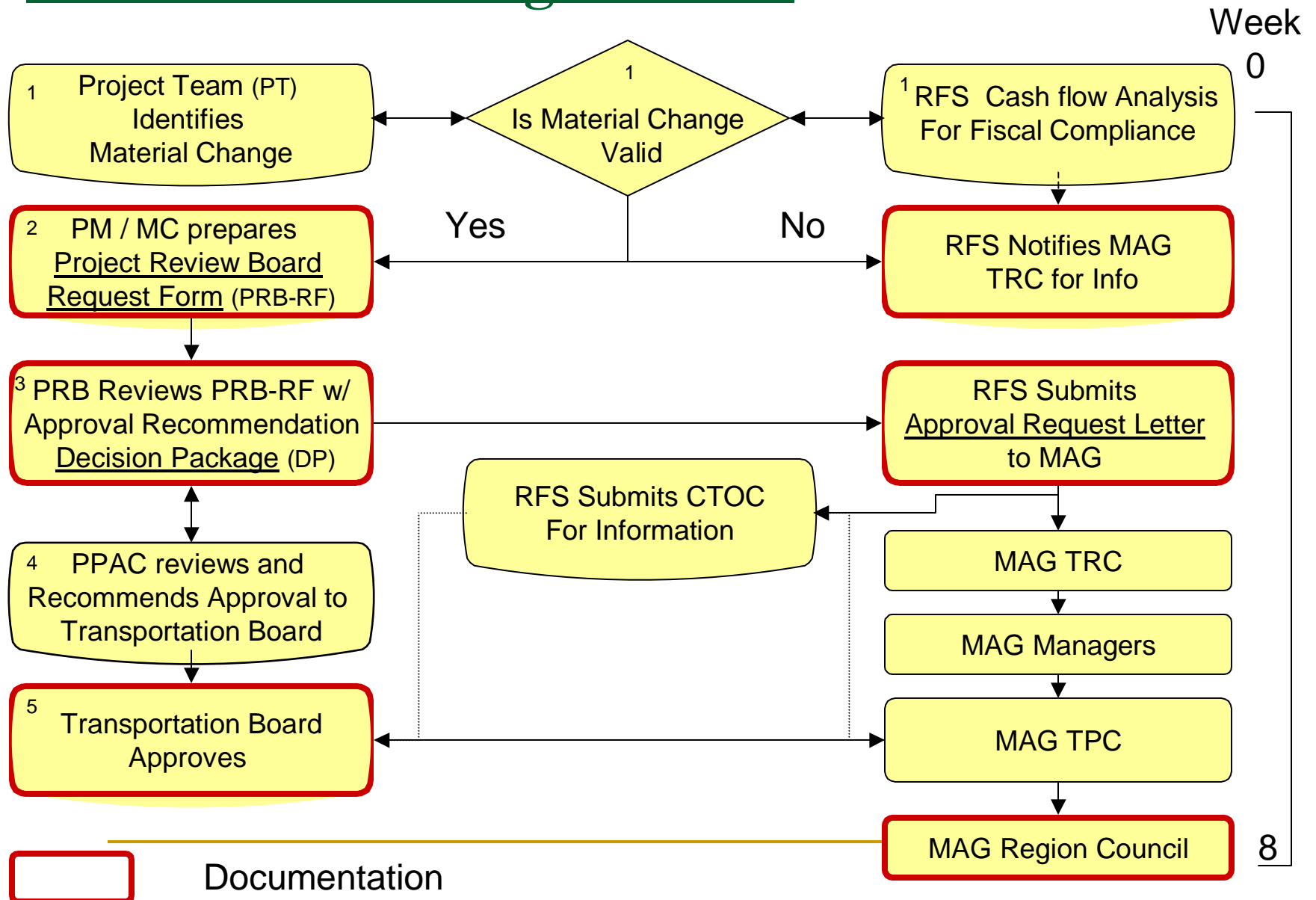
Establish Date of Public Knowledge

Valley Project Management

Change Management Process

- ◆ Material Change & Enhancement Policy
- ◆ ADOT – Project Review Board, Priority Planning Advisory Committee, State Transportation Board
- ◆ MAG – Transportation Review Committee, Management Committee, Transportation Policy Committee, Regional Council

RTP Material Change Process



Valley Project Management

Material Cost Change

- ◆ Budget increase greater than 5%, but not less than \$500,000
- ◆ Any increase greater than \$2.5 million

Valley Project Management

Material Scope Change

- ◆ Mile change in project limit
- ◆ Horizontal alignment outside adopted corridor requiring environmental update
- ◆ Profile classification change
- ◆ Change in interchange location
- ◆ New projects

Valley Project Management

Material Schedule Change

- ◆ Start of design, right of way or construction that changes a project completion by 3 months
- ◆ Project completion (open to traffic) beyond the year shown on latest Certification Map

Valley Project Management

Enhancement Policy

- ◆ "An addition, substitution or modification that exceeds generally accepted engineering or design standards..."
- ◆ Requesting agency responsible for cost differential
- ◆ Requesting agency responsible for maintenance
- ◆ Agreements through Joint Project Agreement (JPA)

Questions